

# SEA CRASH CAUSED BY MAN ASLEEP AT WHEEL?

WEATHER—Fair and colder to-night and Tuesday.

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## WIRELESS GUIDED BALTIC IN SEARCH FOR THE REPUBLIC

**Capt. Ranson Tells How Groping in Fog for Disabled Vessel He Was Guided by Messages From the Sinking Craft.**

Capt. Ranson, of the Baltic, after the big ship had been docked and the survivors of the wreck and her own passengers had dispersed, sat in his cabin and gave an Evening World reporter some additional details of his rescue work after the call by wireless sounded in the room of his operator Saturday morning, stating that the Republic was in distress.

The Baltic was off Montauk Point, bound for New York, at about daylight Saturday morning when her wireless operator first picked out of the fog the startling news that the Republic had been in collision and was disabled. Capt. Ranson was immediately notified. By his orders the course of the Baltic was changed. She made a wide turn at half speed and in a few minutes was churning back to the eastward over the course she had just covered.

"The messages came rapidly and distinctly," said Capt. Ranson. "They stated that the collision had occurred in latitude 40.17, longitude 70."

"We lay our course for that point off Nantucket Lightship, picking up numerous messages which were passing between various vessels and the shore. The fog was very thick, and we had to proceed with caution."

"At 11 o'clock Saturday morning we got a message that caused me a great deal of worry. It was from the wireless operator at Siasconnet, and stated that the Republic wanted the Baltic to hurry, as she was sinking fast."

"When we made the point described as the scene of the collision there was no sign of the Republic. We could scarcely see a ship's length off into the fog. There was no wind and the sea was calm. I tell you it was rather queerish out there, looking for a big vessel with a hole in her, unable to see any trace of her and afraid to think she might have gone down."

"We sounded our whistle regularly and made slowly in the direction in which the Republic would likely have drifted. This proved to be a good move. At about 1 o'clock in the afternoon the Republic's wireless man told us he could hear our whistle very faintly."

"You seem to be off our starboard bow," the wireless man on the Republic said. "We are astern."

**Wireless Guided Rescuers.**

"It was plain that the only way we could locate the Republic was by giving her our location by whistle and then letting her guide us by wireless. But a whistle in a fog is an uncertain thing, and the process was long and nerve-racking."

"Soon after we first got into touch with the Republic we got a wireless message stating we were probably making in her direction. Then came another, reading:

"You are getting louder. Steer south-east. Listen to our bell."

"REPUBLIC!"

"You see, Seably and his officers knew the sound of our whistle. They could pick it out from the other blaring steam signals sounding in that vicinity from the sirens of vessels closing about the wreck."

"In compliance with our orders from the Republic we steered southwest. After a time we got this message:

"You are very close. Watch for our rockets, Republic!"

"We sent no rockets. They answered telling us to keep a sharp lookout. We sounded our whistle at regular intervals and all at once we were shocked by this message:

"You are too close to us for safety. Steer northwest. REPUBLIC!"

"That was the way we got our bearings. When the fog lifted somewhat late Saturday afternoon we found ourselves close to the Republic. But late that night we lost her again. When we got close by our sister ship, the Furber, and the City of Everett, a whaleback, flying the American flag, were also on the spot."

## WAITED ON PIER IN VAIN FOR BODY OF THEIR SISTER

**Women Overwhelmed When They Learn Mrs. Lynch's Remains Sunk With Republic.**

All morning long, until the arrival of the Baltic at her pier, Mrs. P. J. Finnegan, wife of Dr. Finnegan, of Cambridge, Mass., and Mrs. John H. Bryan, sisters of Mrs. Eugene Lynch, the only woman passenger on the Republic to lose her life, waited in the expectation of taking their kinswoman's body to Boston with them.

Both women were haggard and tear-stained, and their husbands, who were with them, had not the heart to tell them that Mrs. Lynch's body had gone down with the Republic. The sisters had planned to take Mrs. Lynch's body with them on their return to Boston, and an undertaker's wagon was waiting with them on the pier.

They first learned the truth a short time before the Baltic steamed up the river, and were so overwhelmed with this further grief that they had to be supported to a carriage. Both women are past middle age and gray-haired. The news was broken as gently as possible by the Rev. James Lee, of Boston, and the Rev. Father J. F. Kennedy, of St. John's College, Brooklyn. The two priests had gone down the Bay in a tug to meet the Baltic at quarantine and to take Mr. Lynch off the Florida.

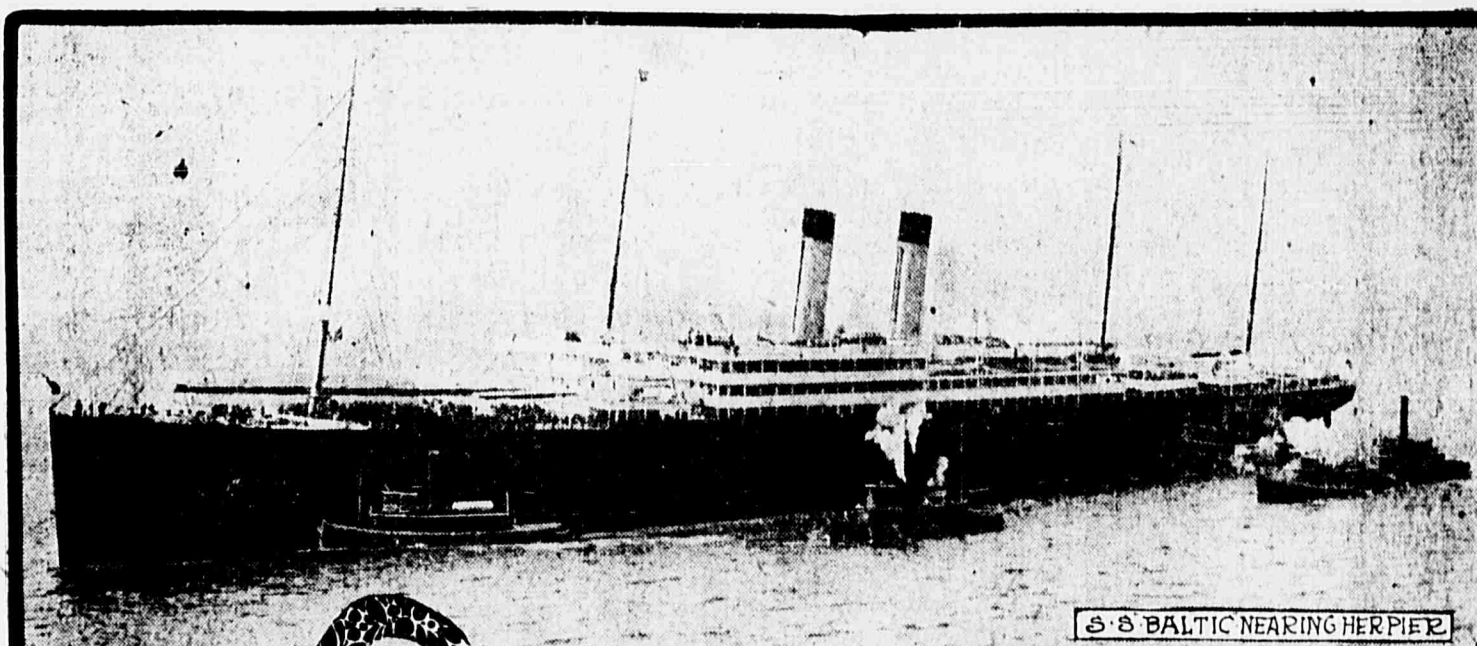
The priests learned while down the Bay that Mr. Lynch was not mortally hurt and that under the skilful care of a surgeon on the Florida he was getting along nicely.

Mrs. Finnegan and Mrs. Bryan insisted on remaining at the pier until the Baltic docked so as to meet their friends. Mr. and Mrs. William J. Prendergast, of Boston, and learn from them more details concerning their sister's death.

The Prendergasts had been with Mrs. Lynch throughout the evening before the collision. They did not learn of their friend's death and Mr. Lynch's injuries, however, until they had been taken aboard the Florida. Mrs. Prendergast had escaped in only a night-gown and fur cloak. Mr. Prendergast in pajamas and an overcoat. Both suffered from exposure.

## Rescued Survivors of Ship Crash Cheering Capt. Ranson on Bridge as Baltic Reaches Pier

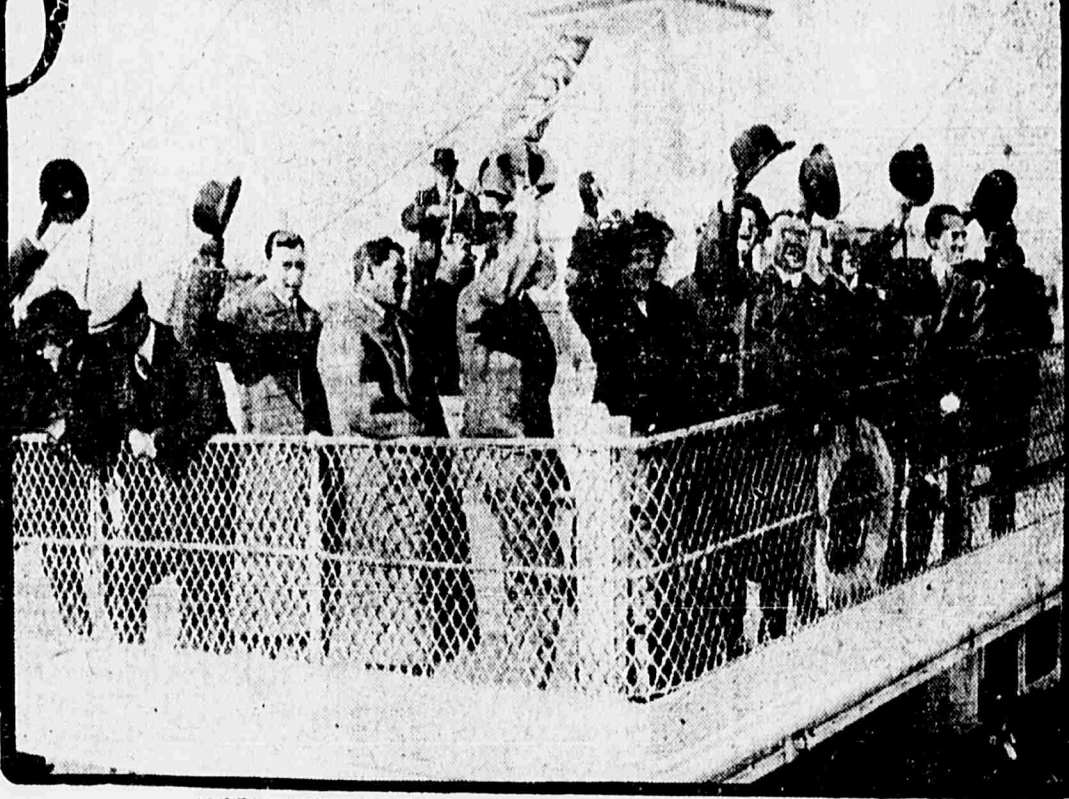
(Photographed Especially for The Evening World by a Staff Artist.)



S.S. BALTIC NEARING HER PIER.



CAPT. RANSON.



PASSENGERS CHEERING CAPT. RANSON.

## CONGRESS HEARS EULOGY OF BINNS, THE OPERATOR

**Bontell, of Illinois, Declares His Name Should Be Immortalized.**

WASHINGTON, Jan. 25.—Pausing for a moment in its legislative activities, the House of Representatives to-day listened to a eulogy of John R. Binns, the Marconi operator aboard the liner Republic, who remained at his post until the ship went down, following her collision Saturday with the Florida.

Mr. Bontell, of Illinois, was given unanimous consent to address the House "on a matter of public interest." After referring to the collision, Mr. Bontell, amid loud applause, said that throughout the whole critical period, "there was one silent actor in the tragedy whose name should be immortalized." He specifically mentioned Binns by name, and in conclusion said:

"Binns has given the world a splendid illustration of the heroism that dwells in many who are doing the quiet, unnoticed tasks of life. Is it not an inspiration for all of us to feel that there are heroes for every emergency, and that in human life no danger is so great that some 'Jack' Binns is not ready to face it?"

## SLAYER OF POLICEMEN MUST DIE IN THE CHAIR.

Gov. Hughes Refuses to Interfere in Execution of Governor, Who Killed Setlick and Sehler.

ALBANY, Jan. 25.—Gov. Hughes today denied an application for executive clemency in the case of Salvatore Governor, who is under sentence to be executed at Sing Sing prison during the week beginning Feb. 1 for the murder of policemen George Sehler and Alfred A. Setlick in New York City on April 14, 1907.

## CAPTAIN DIVED INTO SEA AS THE REPUBLIC WENT TO THE BOTTOM

**Climbed Higher and Higher Into Rigging as Waves Closed Over the Ship—Mate Remained with Him to the Last.**

Capt. A. W. Perry, of the revenue cutter Gresham, who rescued the officers and crew of the Republic before she sank, at 8.15 o'clock last night, and who arrived with the Gresham at Wood's Holl, Mass., at 10 o'clock this morning, after transferring the Republic's crew to the derelict destroyer Seneca, told over the long distance telephone to The Evening World the following thrilling story of the part he took in the rescue of Capt. Seably and his men:

**BY CAPT. A. W. PERRY.**  
(By Long Distance Telephone from Wood's Holl.)

At 8 o'clock on Saturday morning, while at anchor off Provincetown, I received a wireless message from Wellfleet, Mass., stating that the Republic was in distress twenty-five miles southwest of Nantucket Light. The fog was thick as a wool blanket at the time, but I put out to sea under a full head of steam.

## BLUNDERED ABOUT IN FOG.

The mist was so thick that I had to grope my way by dead reckoning, and I blundered about in the fog all day, blowing my whistles and making the best possible use of my wireless. I got message after message by wireless, but none of them helped me in locating the Republic. Some of the messages said she was in one place and some in another.

So it went on until night, when I was still ploughing about in the mist, vainly endeavoring to get some trace of the distressed steamer. I burned Coston lights all night and just before dawn yesterday put

## REPUBLIC'S CREW WORRIED ONLY FOR PASSENGERS

**Went Calmly to Breakfast When These Had Been Transferred to Florida.**

An indication of the coolness and system that prevailed all through the trying scenes that followed the collision was the speech made by Capt. Seably to the Republic's officers and crew after the passengers had all been safely put aboard the Florida Saturday morning. He assembled the sailors, who had worked like heroes from 6.20 to 8.30 o'clock in making the transfer, on the forward deck. Not a passenger remained on the Republic—only her officers and crew.

"Men, I want to thank you for the splendid manner in which you have behaved," said Capt. Seably. "You stood by me in the hour of need, and I believe I can depend on you to stand by me still. The ship at present is not sinking and I am sure she is safe for awhile. We will now have breakfast."

Then, after he had given an order to hang the lifeboats back on the ship's davits, Capt. Seably went below, and all hands had breakfast quite as if nothing out of the ordinary had happened. After breakfast the captain assembled the crew forward once more.

"Now if any of you wish to be transferred to the Italian steamship," he said, "you can do so. But I mean to stay on board."

When Capt. Seably made this declaration the officers and crew broke into a resounding cheer and answered: "So will we!" as one man.

**50,000 Bodies in Messina Ruins Yet, Mazza Reports.**

MESSINA, Jan. 25.—Gen. Mazza telegraphed to Premier Giolitti yesterday that 4,000 bodies have been taken from the ruins here, and that the estimated number of those still under the wreckage is 50,000.

## LOSS OF REPUBLIC LAID TO MAN AT FLORIDA'S WHEEL

**Romola, Nodding at Post, It Is Said, Gave Wrong Turn—Laid Out With Marlinspike By Captain Moment After Crash.**

## BALTIC BRINGS SURVIVORS; FLORIDA COMES INTO PORT.

**Cowardice Charged Against Men Passengers in Thrilling Stories of Wreck and Rescue by Survivors—Writer Attacks Liner's Crew.**

The White Star liner Baltic, bringing the survivors of the wreck of the Republic and the Florida, to the number of 1,500 or more, docked shortly after noon. From members of the crews of the Republic and the Florida the first story of the cause of the collision was obtained.

According to this relation a quartermaster on the Florida, named Serafino Romolo, was at the wheel from midnight on Friday to the time of the collision Saturday morning. The commander of the Florida was on the bridge navigating the vessel.

## GAVE VESSEL WRONG TURN.

Suddenly the Republic was seen close by. The sound of her fog signals had been heard for some time before. The quartermaster, it is said, was ordered by the captain to put his wheel to starboard. Instead he put the wheel to port and the prow of the Florida jammed into the hull of the Republic.

The captain picked up an iron spike and struck Romolo over the head at the moment of the collision. The quartermaster fell to the deck unconscious with the side of his head crushed. He was on the Baltic to-day, a bloody, incoherent little man who cowered in a corner and protested he was asleep in his bunk at the time of the accident.

But his own comrades on the Florida told the story to the men of the Republic when the latter went aboard the Italian liner Saturday evening.

The Republic sunk fifteen miles west by south of Nantucket South Shoals Lightship in thirty-eight fathoms (228 feet) of water.

## MEN LOST THEIR HEADS.

Women survivors of the disaster, speaking to Evening World reporters on the Baltic, referred in terms of scorn to certain of the men passengers who lost their heads completely after the collision and tried to push women and men aside in the rush for the boats. One gray-bearded New Yorker had a narrow escape from rough handling.

On the way up the bay, while the hundreds of excited survivors were telling their stories, James B. Connolly, the President's friend, who was on the Republic, bound to board the battleship fleet in the Mediterranean, was declaring himself in loud tones on the upper deck. He criticised the sailors and officers of the Republic for not saving the baggage, and accused the ship's company of cowardice.

Out of the crowd around Connolly stepped J. S. Carlisle, a purser on the Baltic. Carlisle stepped up close to the author and said:

"It doesn't sound well for you to talk about cowards, Mr. Connolly. I am told by men of good repute that you acted the part of a coward after the collision; that you ran around with a life-preserver like a crazy man, tried to get to the boats ahead of women and children, and then tried to excuse yourself on the plea that you were helping your wife and child."

Connolly expressed a desire to slug Carlisle and Carlisle invited him to try it. The barber of the Republic, a man named Fletcher, broke

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(Continued on Second Page.)